

FIG.1 (prior art)

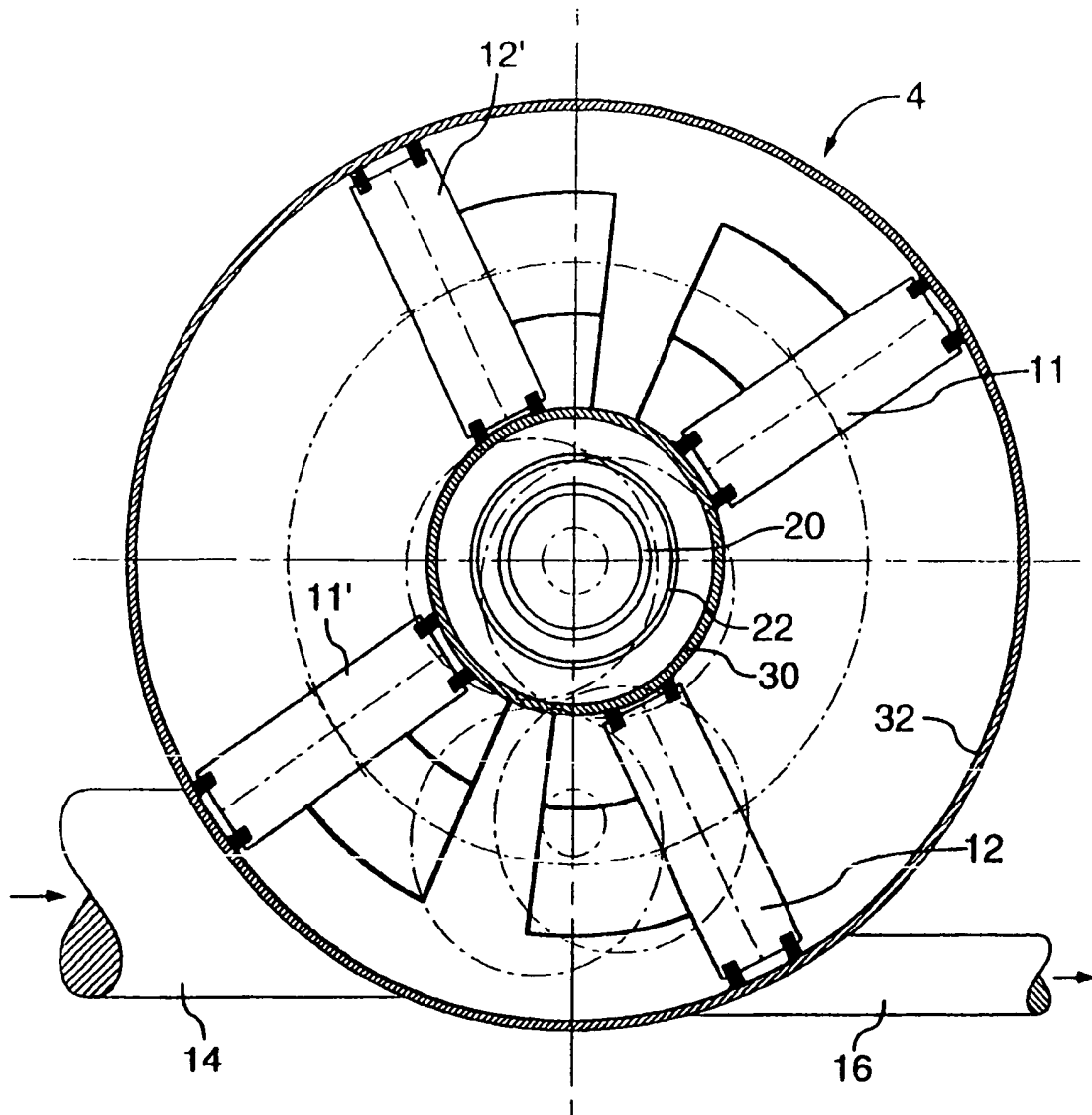


FIG. 2 (prior art)

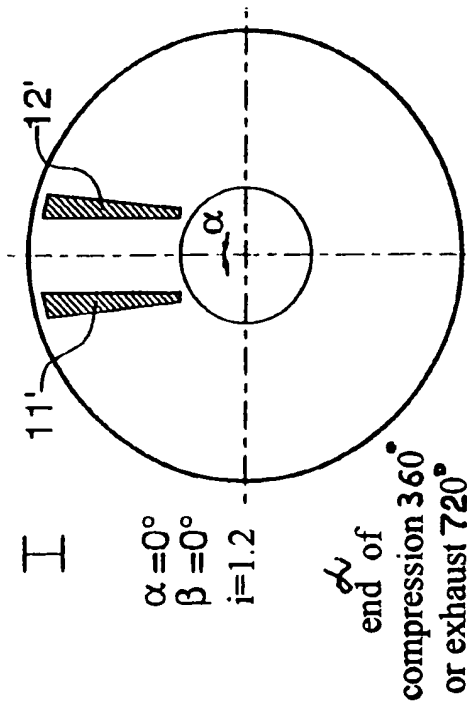


FIG. 3 (prior art)

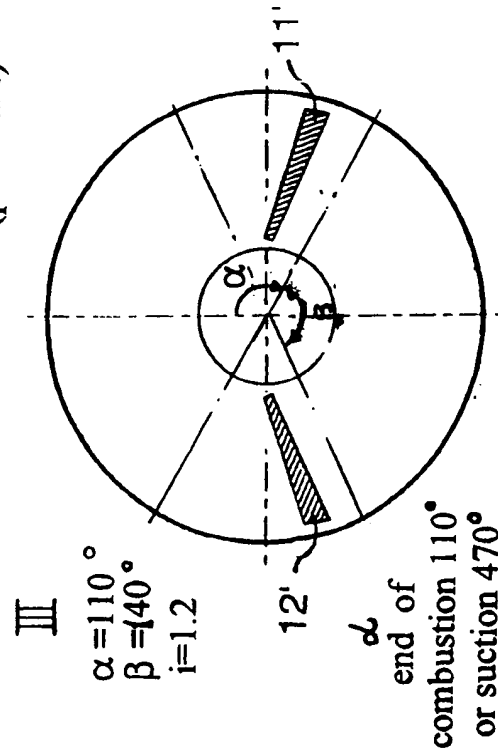


FIG. 5 (prior art)

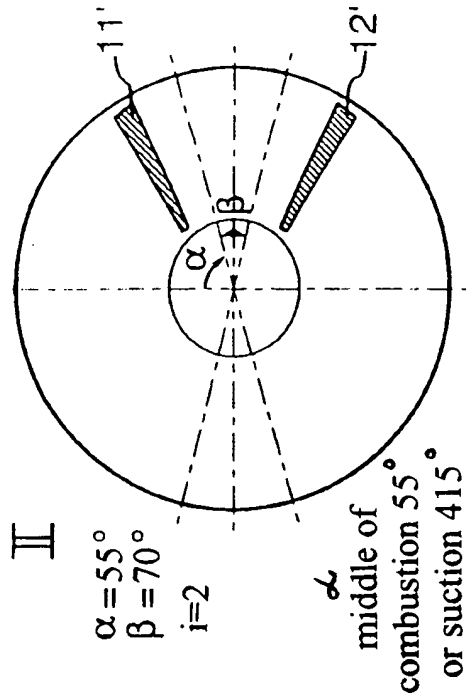


FIG. 4 (prior art)

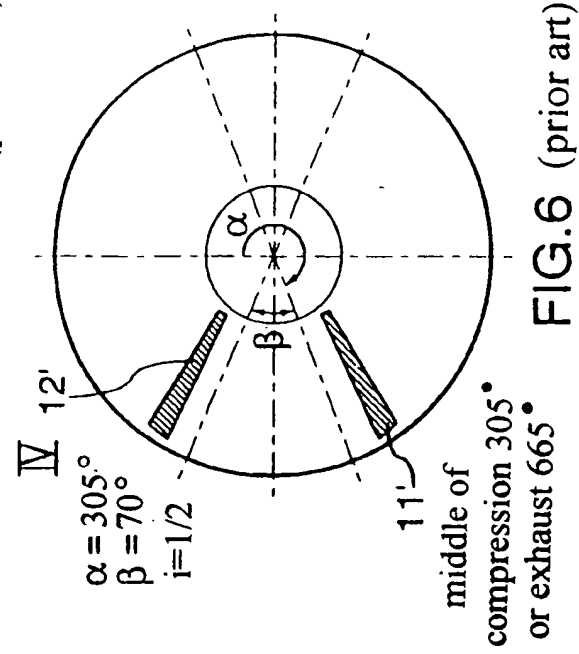


FIG. 6 (prior art)

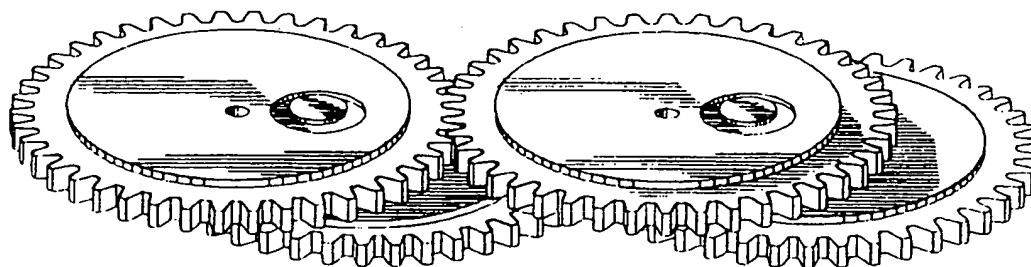
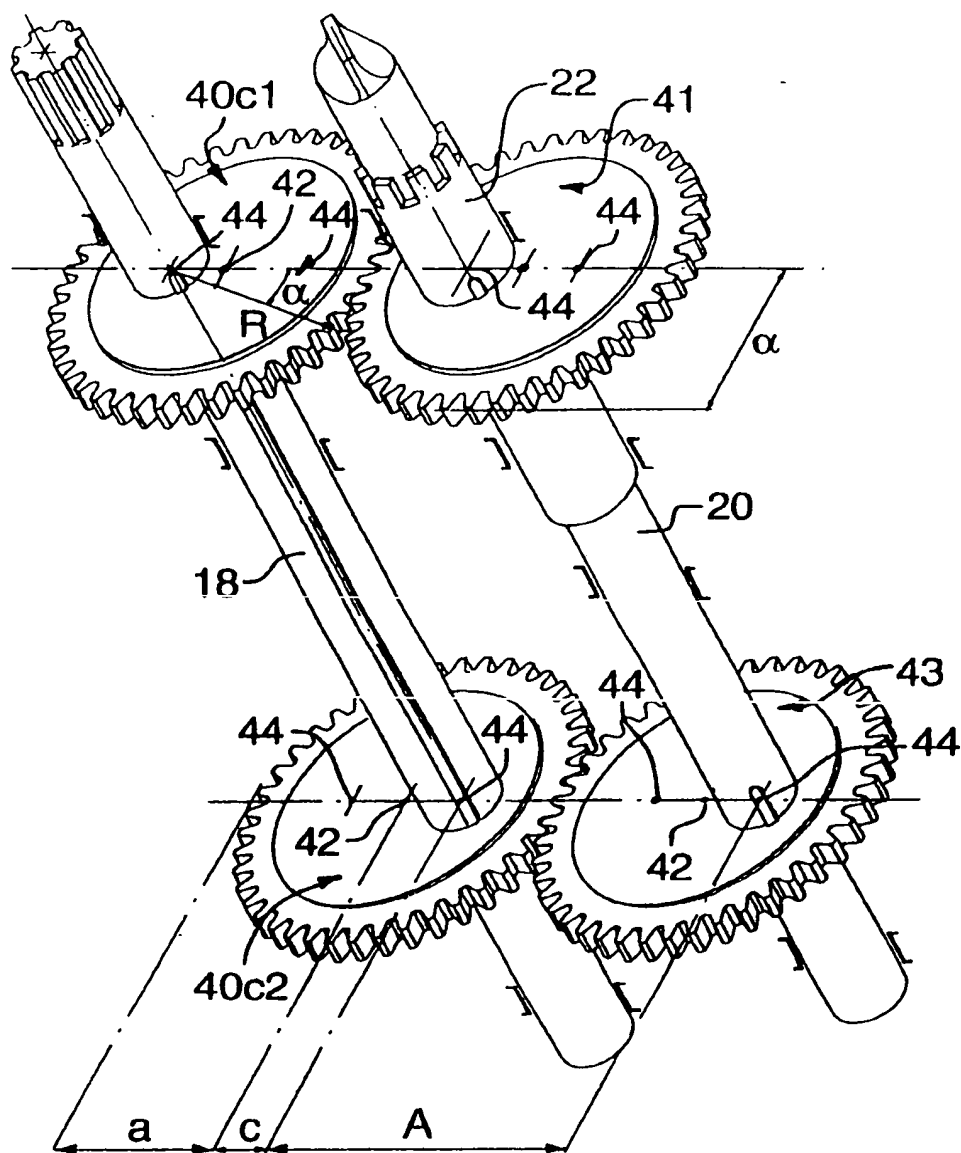
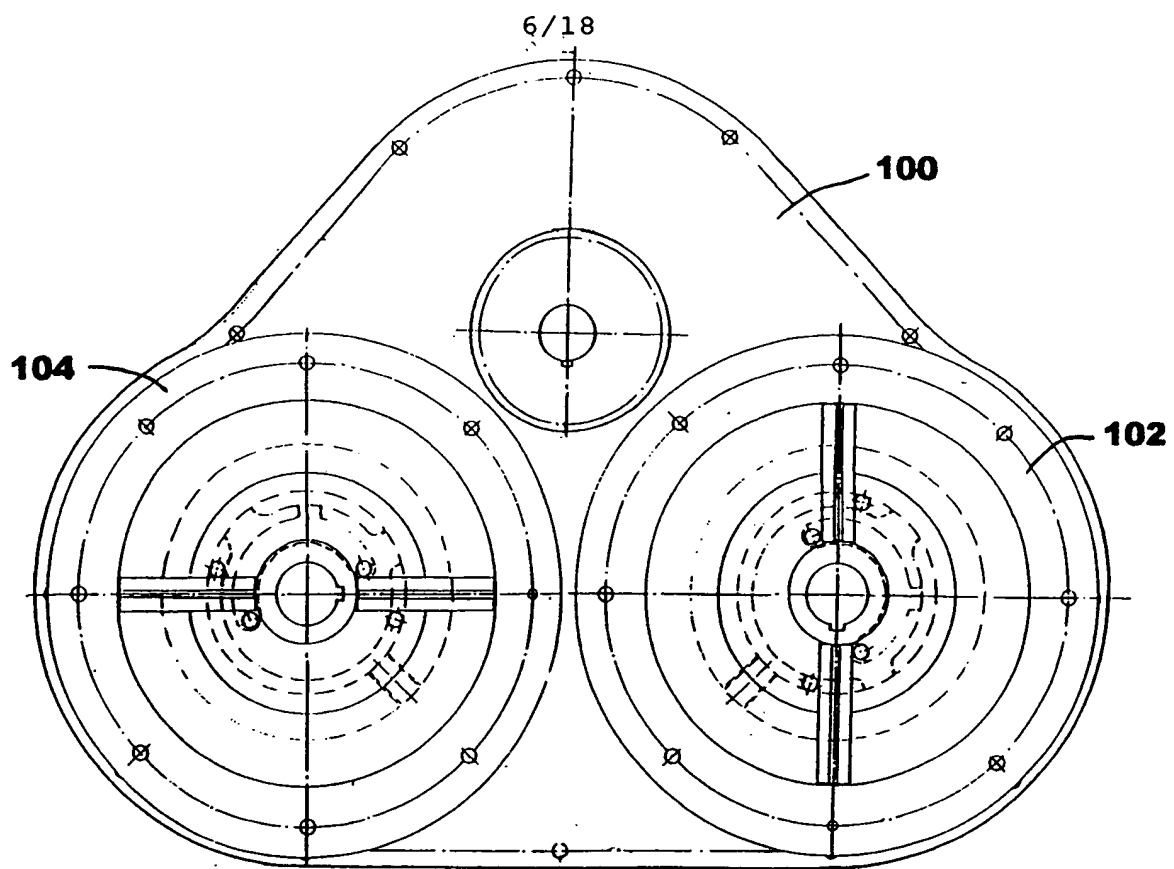


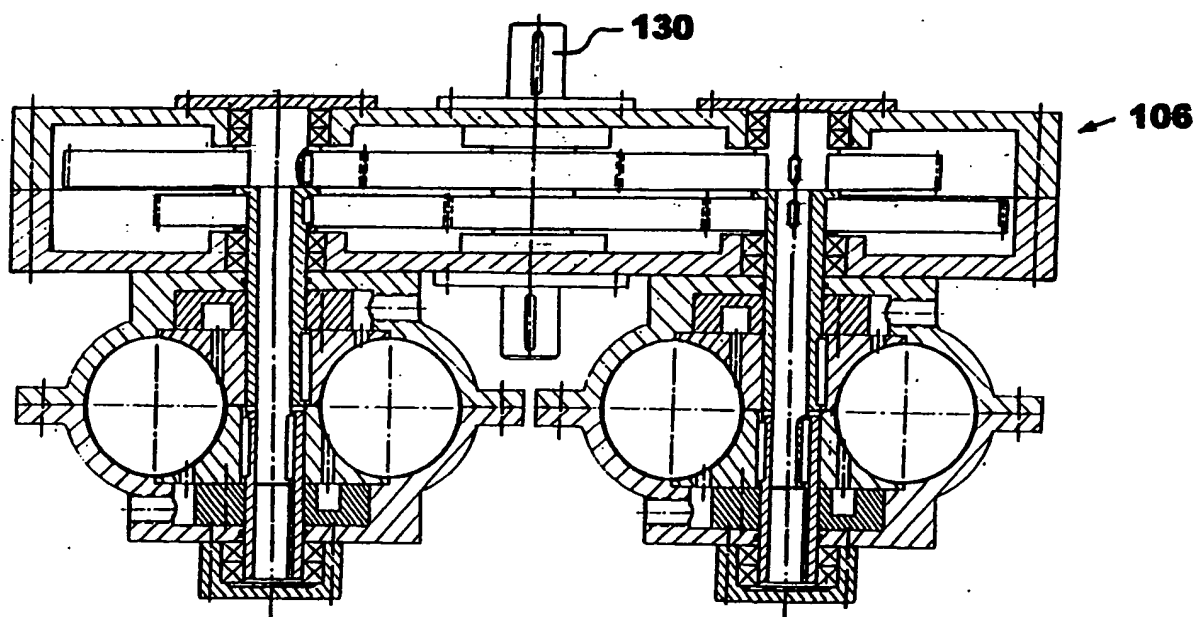
FIG. 7 (prior art)



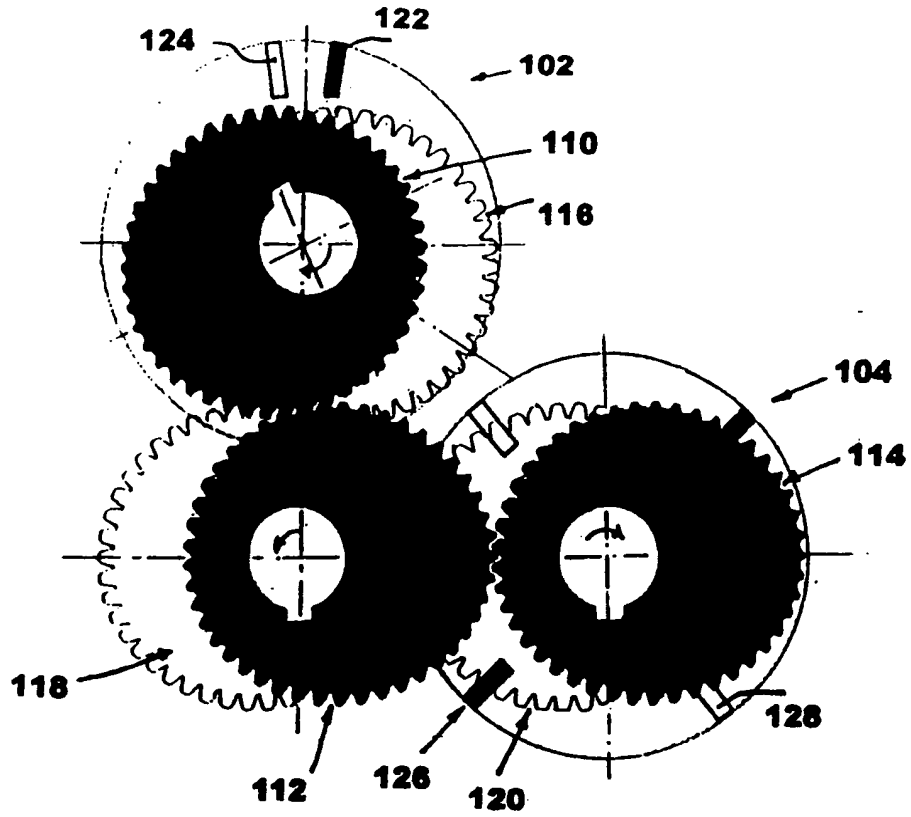
**FIG. 8** (prior art)



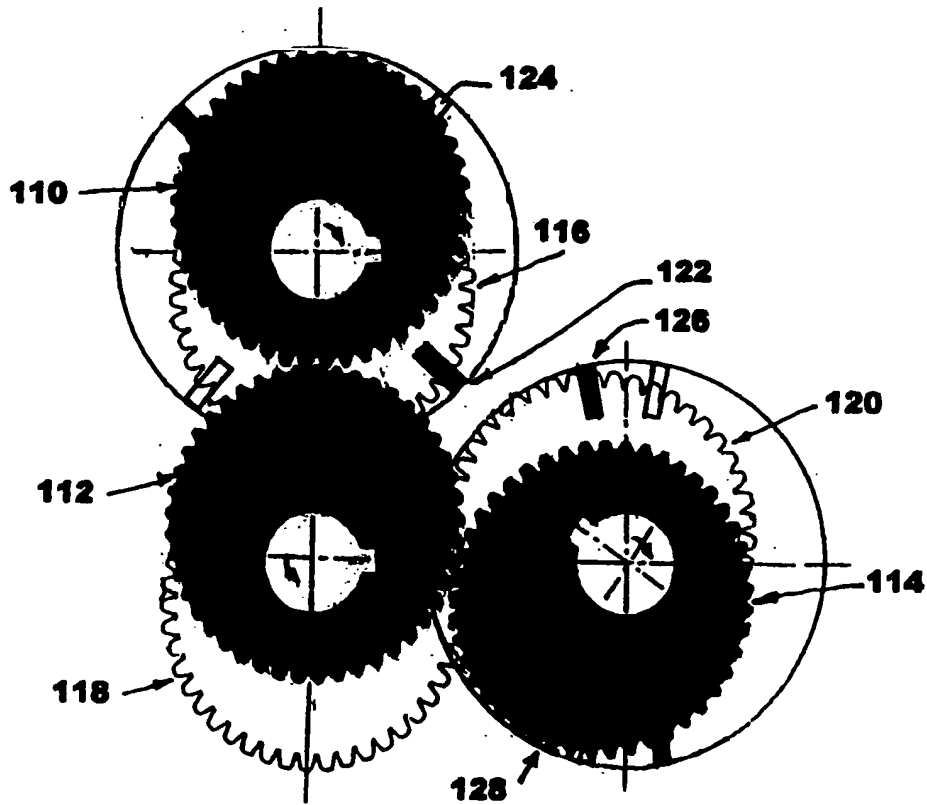
**Fig. 9**



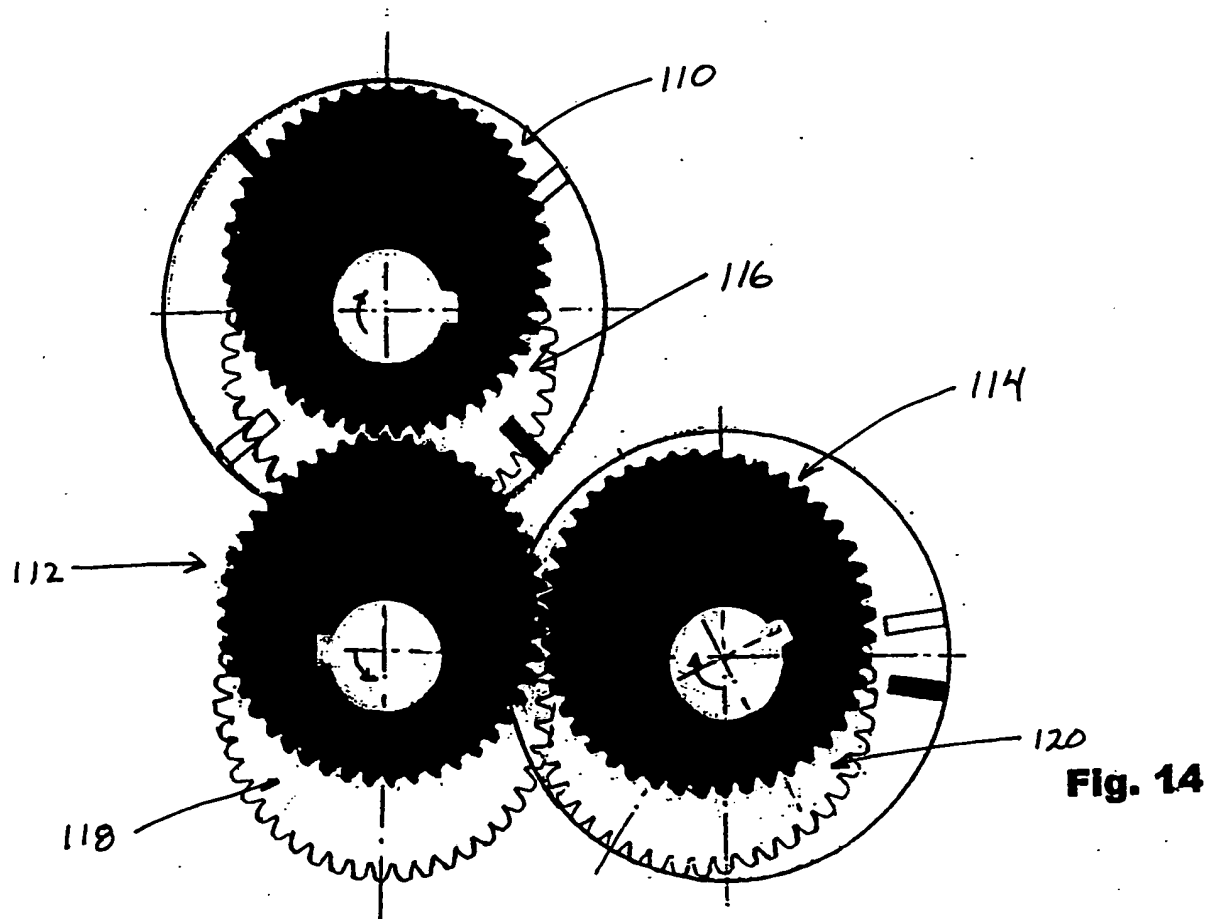
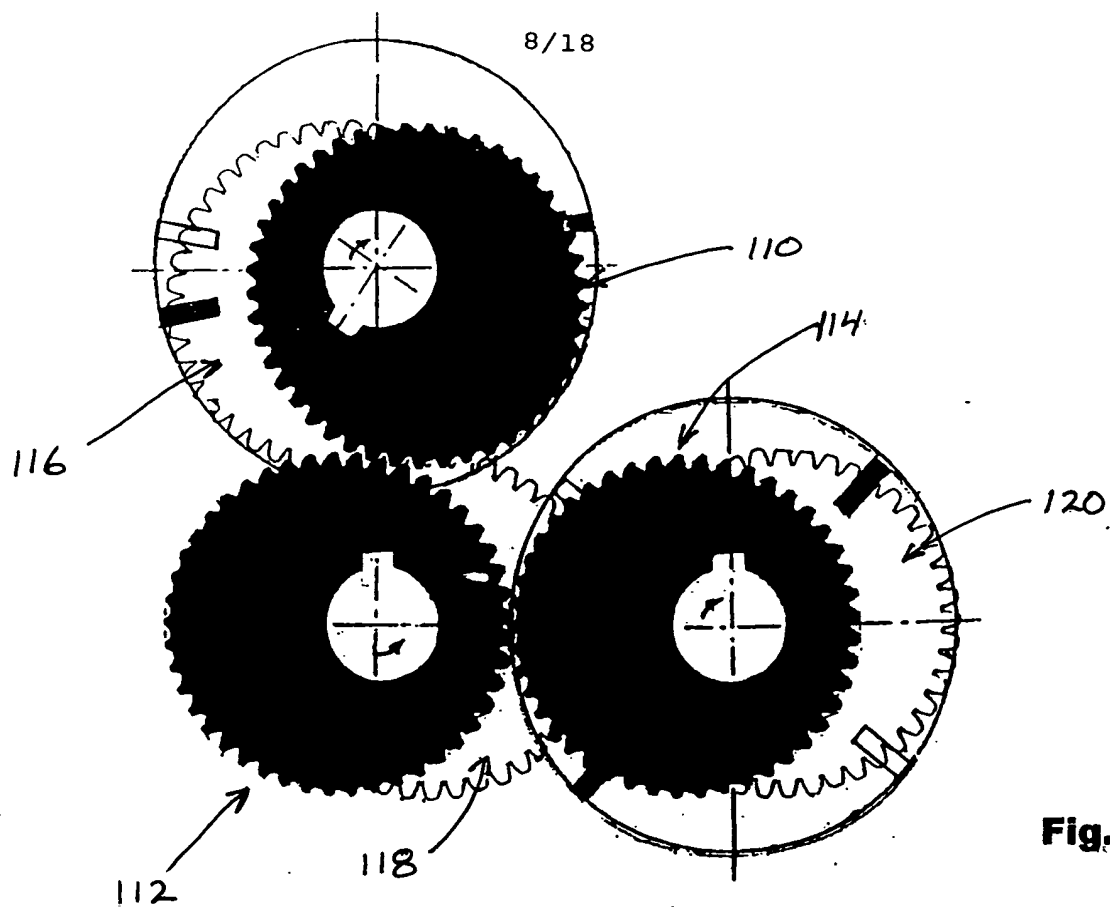
**Fig. 10**



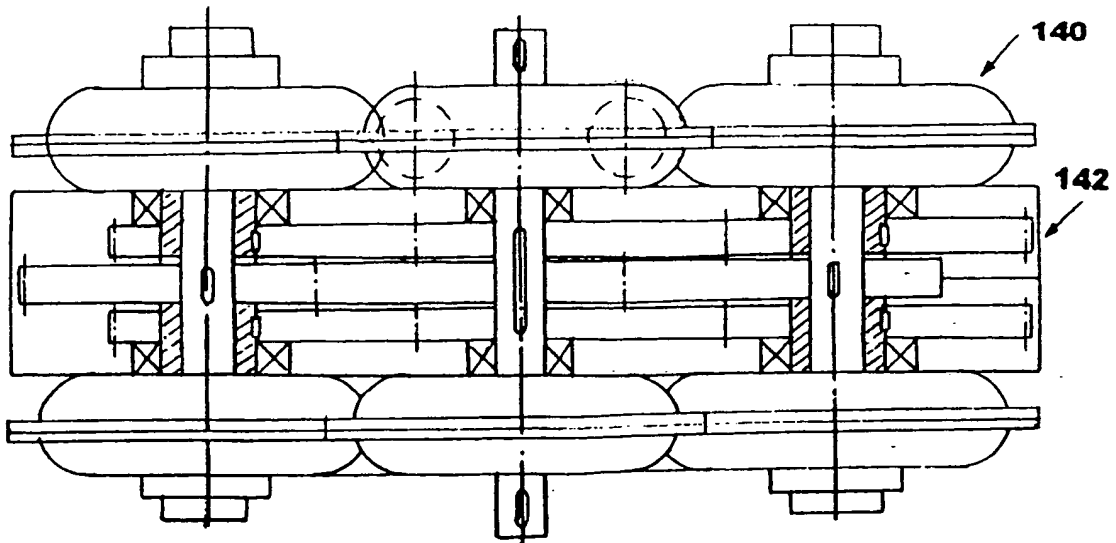
**Fig. 11**



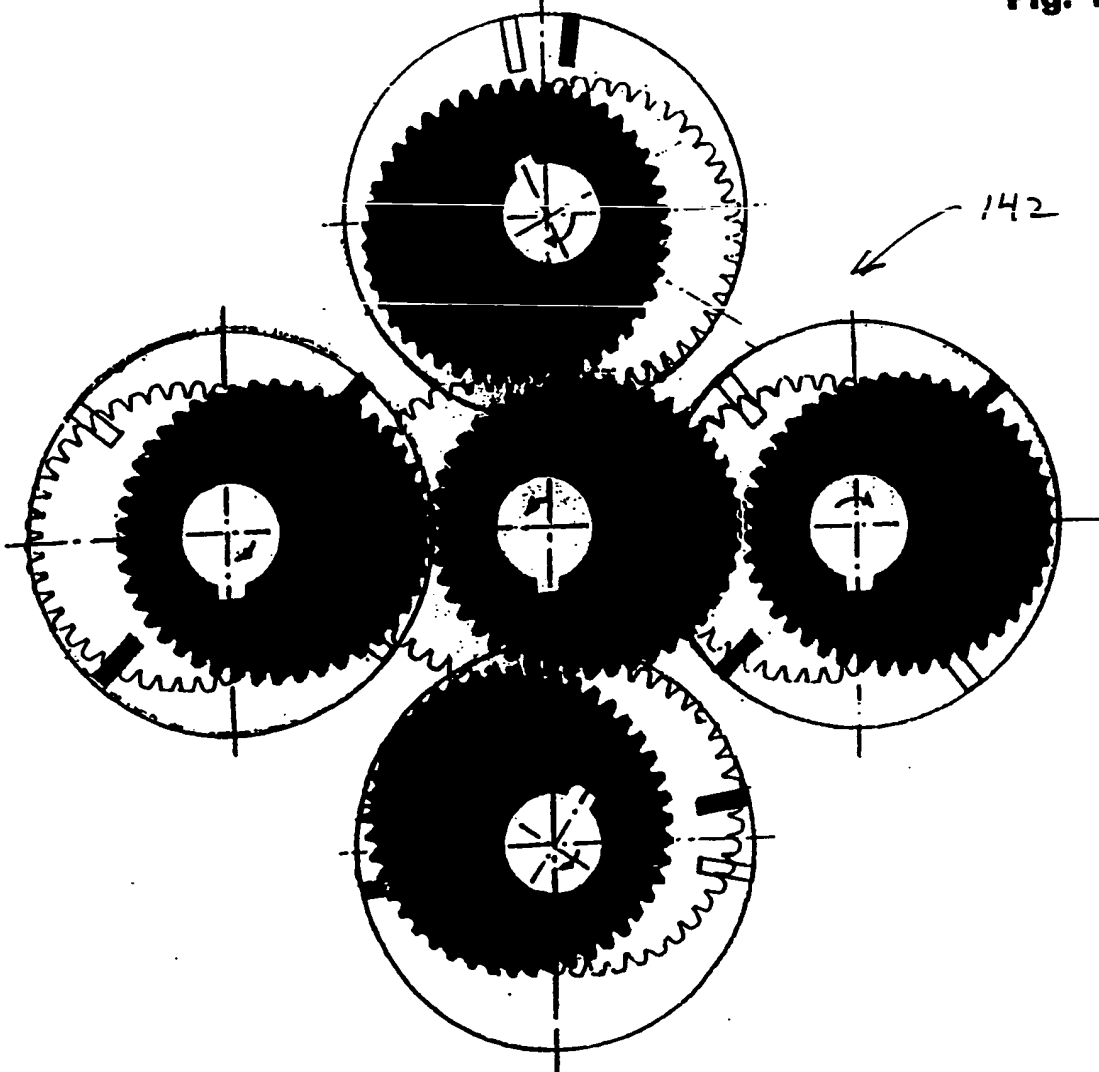
**Fig. 12**



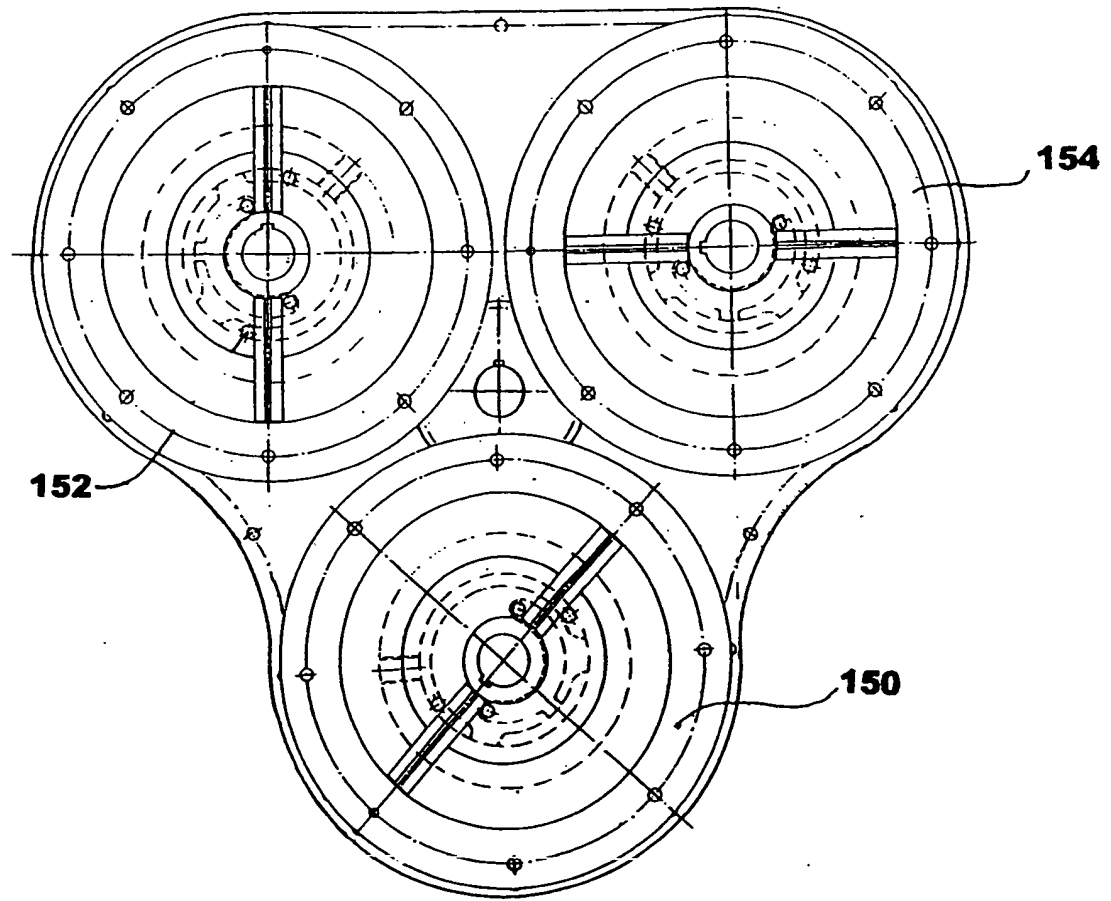




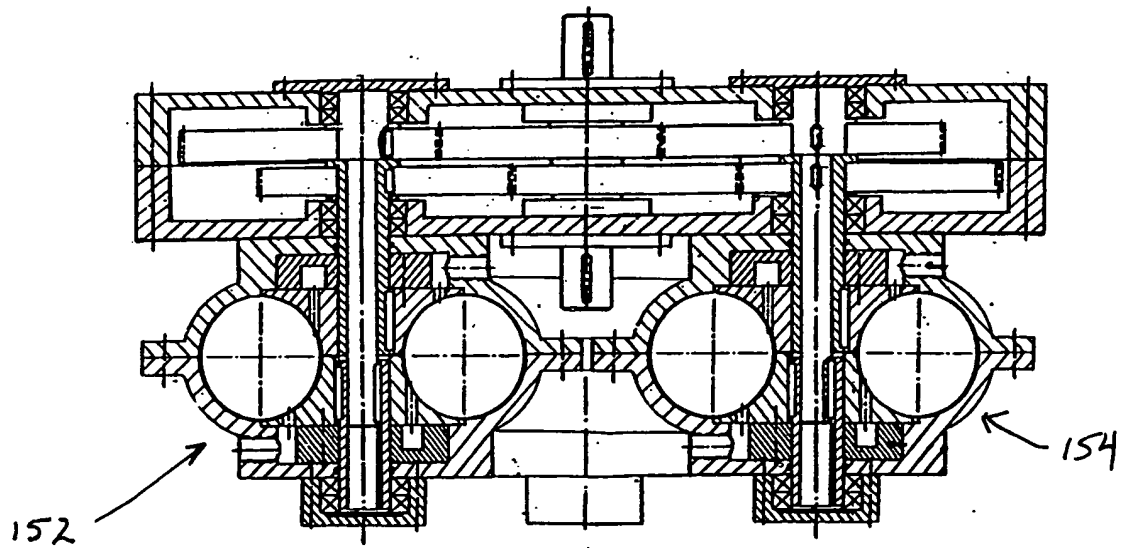
**Fig. 15**



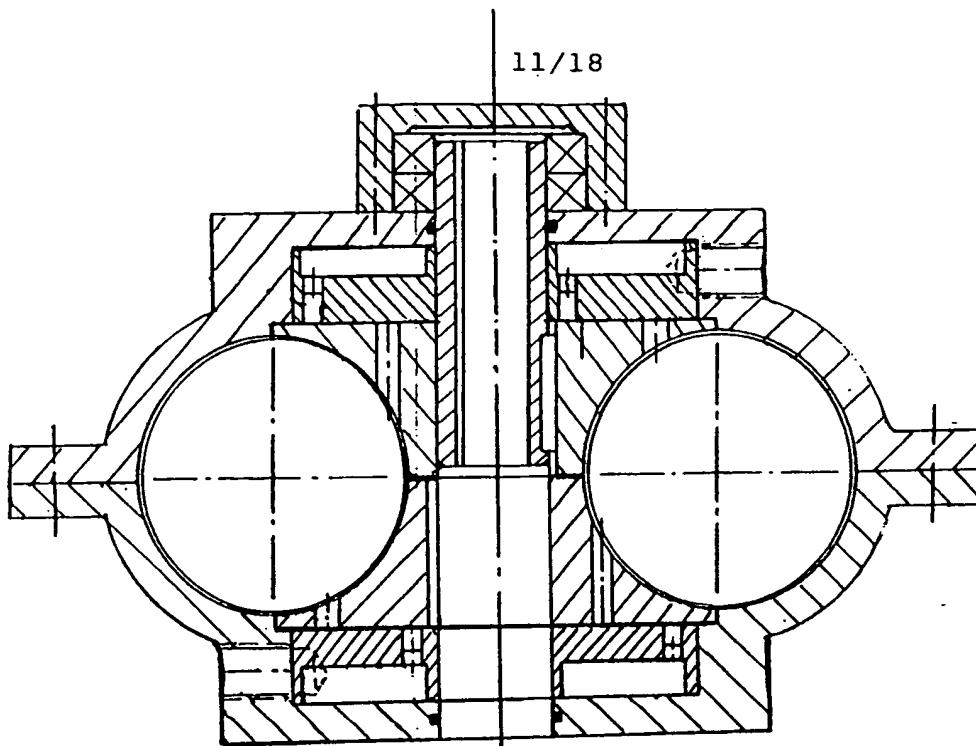
**Fig. 16**



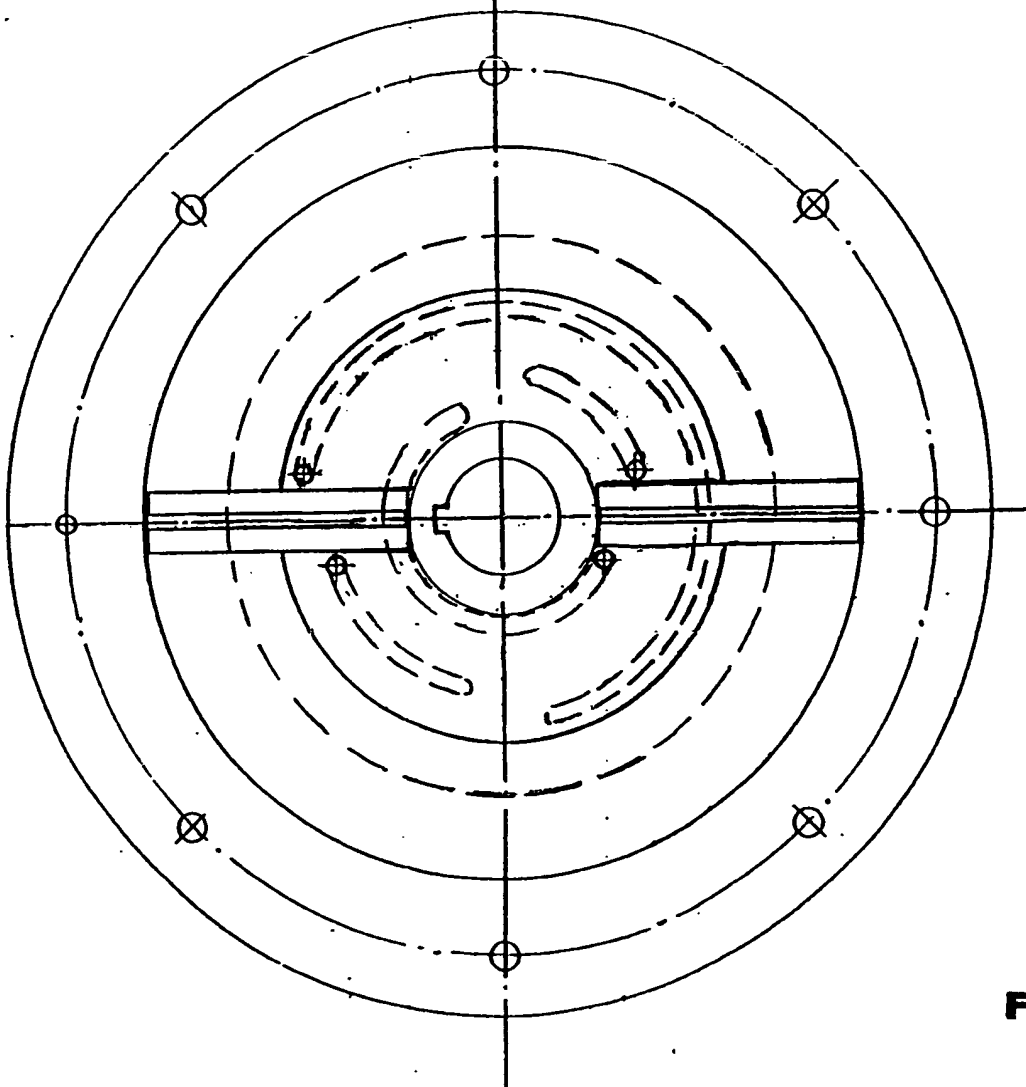
**Fig. 17**



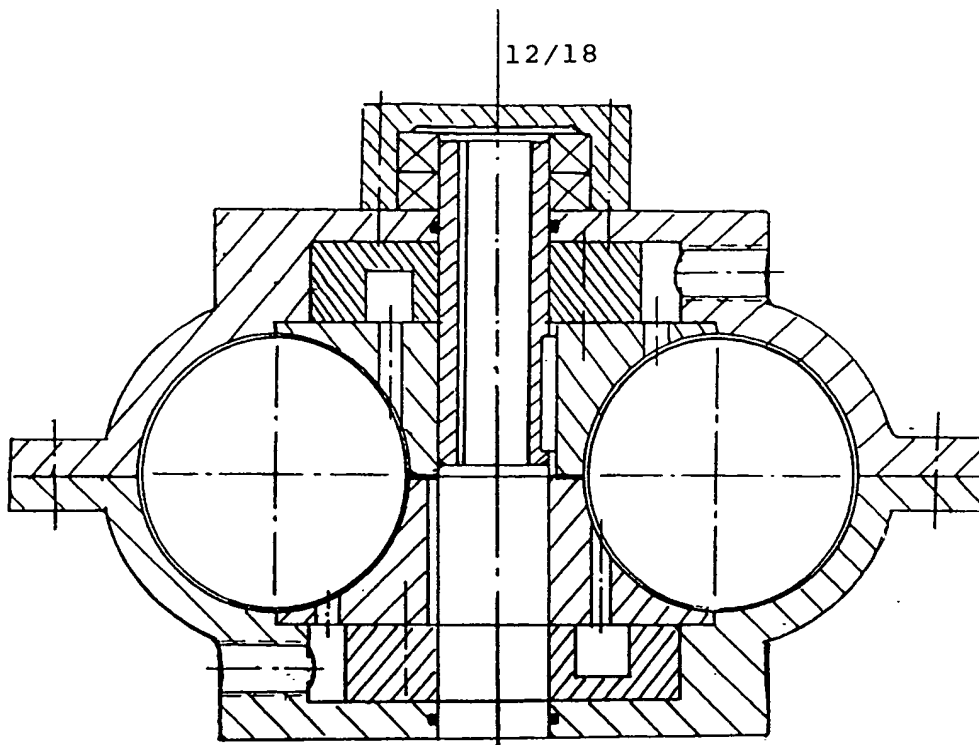
**Fig. 18**



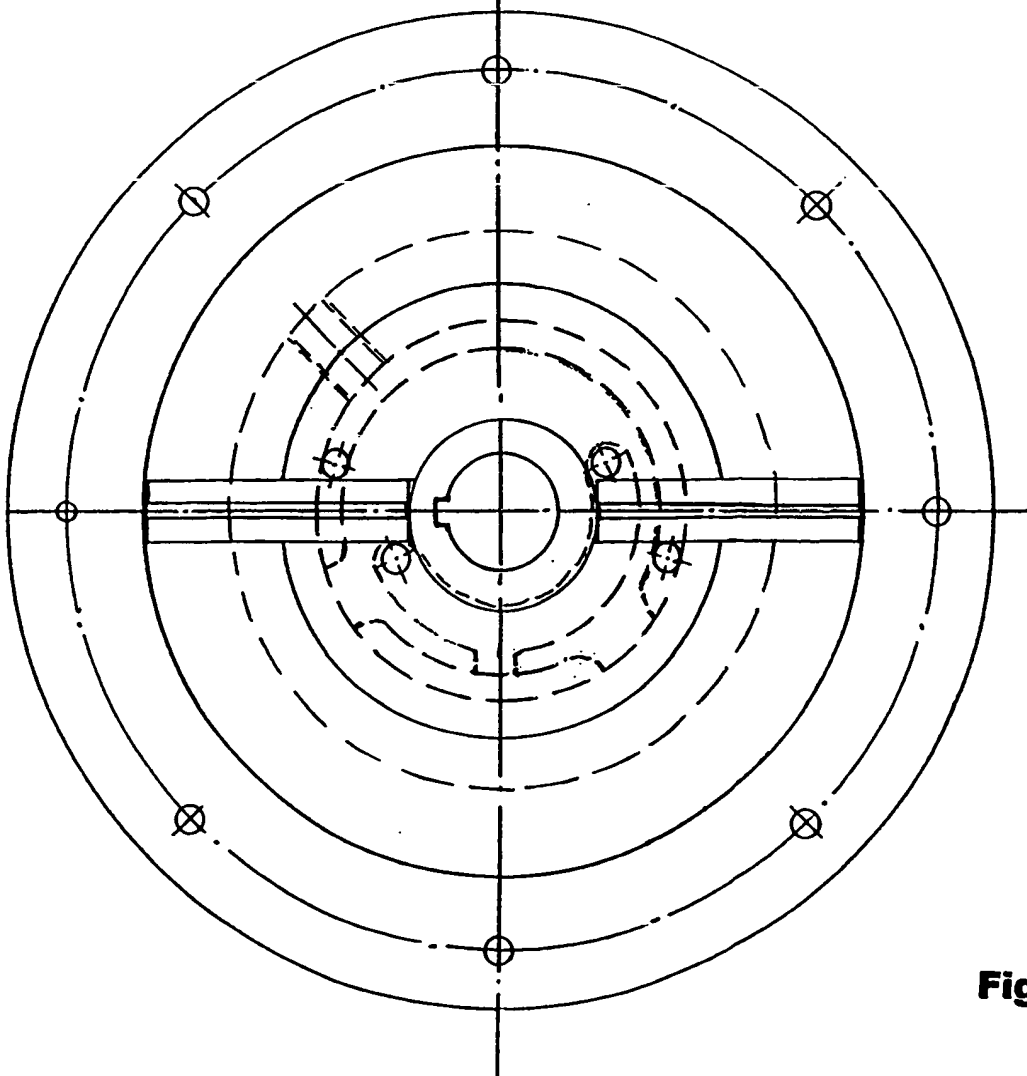
**Fig. 19**



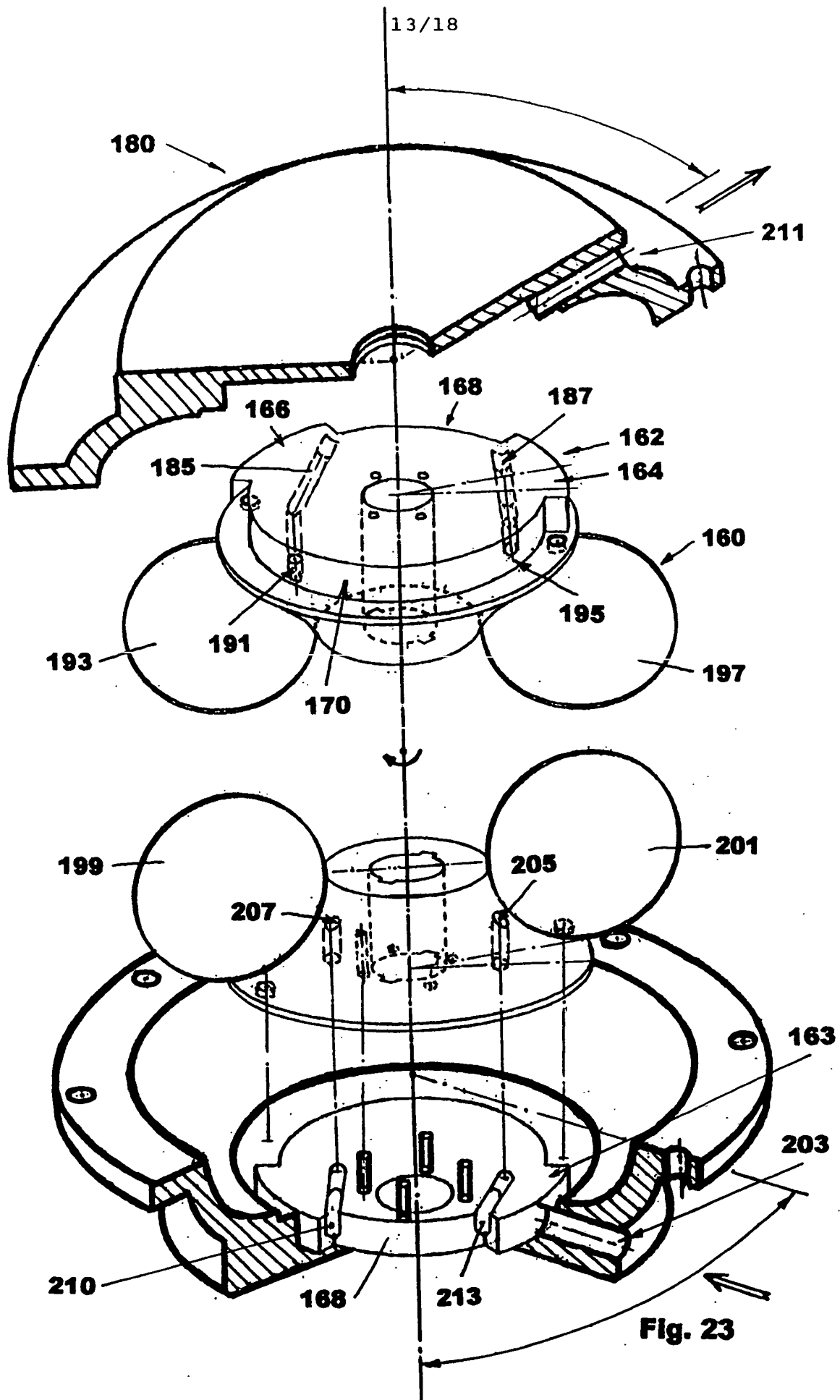
**Fig. 20**



**Fig. 21**



**Fig. 22**



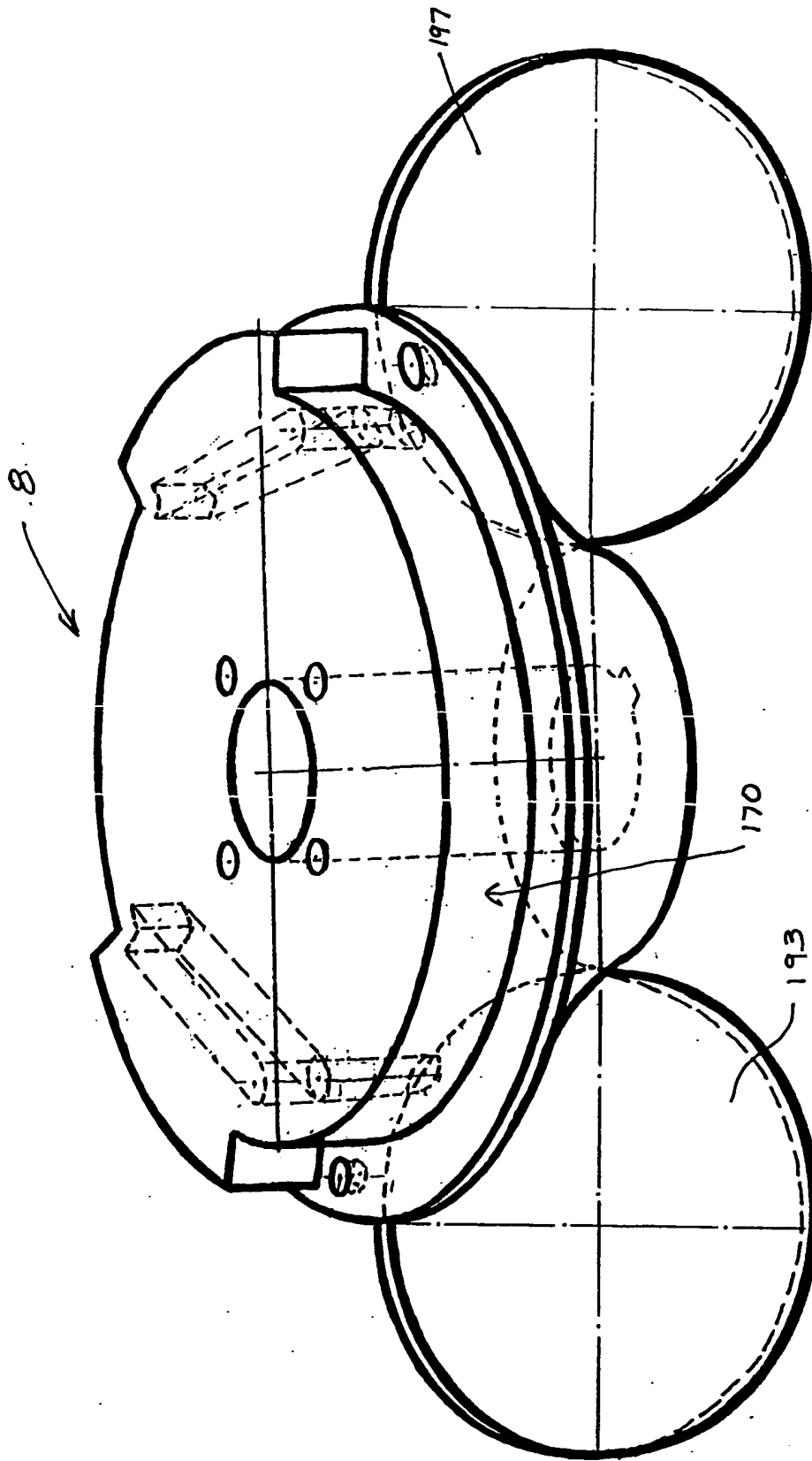


Fig. 24

Engine output shaft 0°

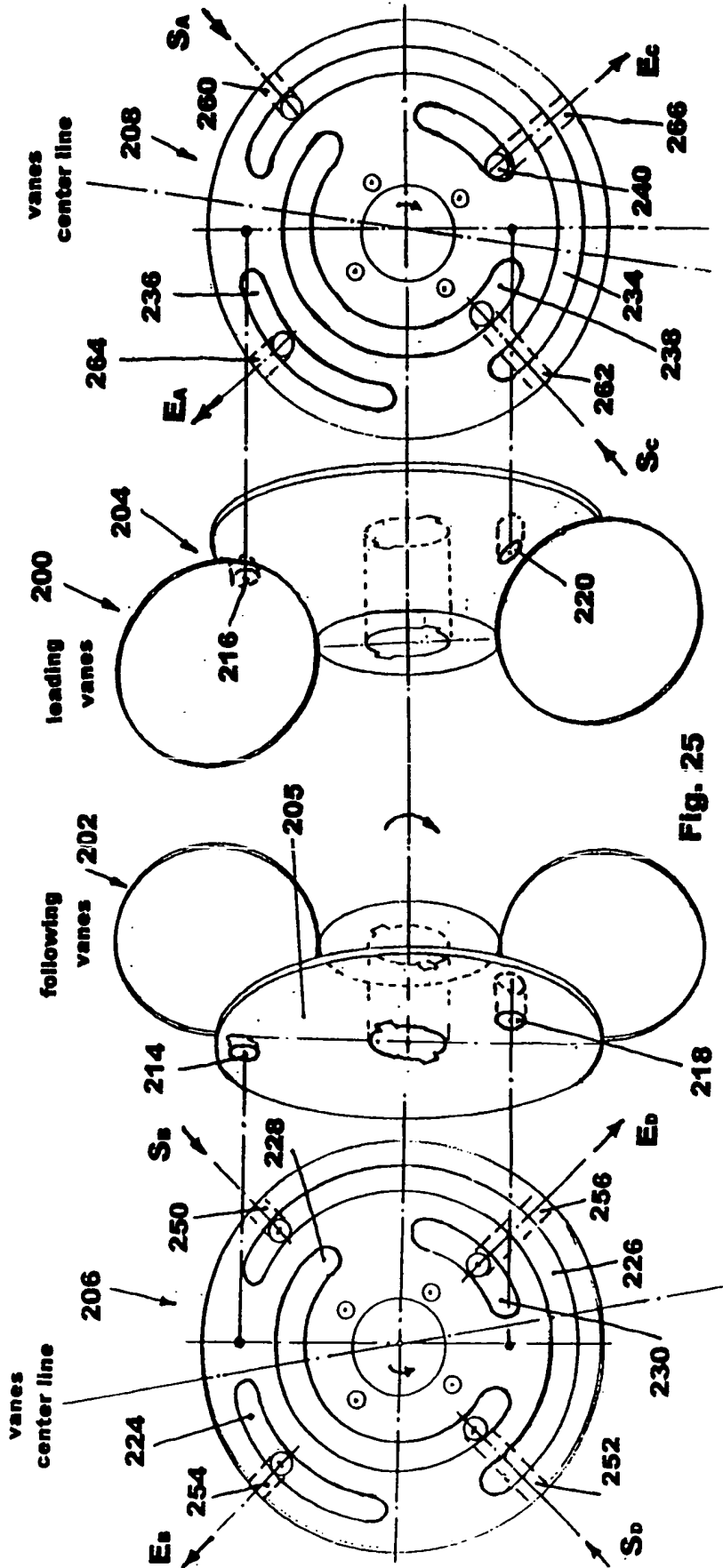


Fig. 25

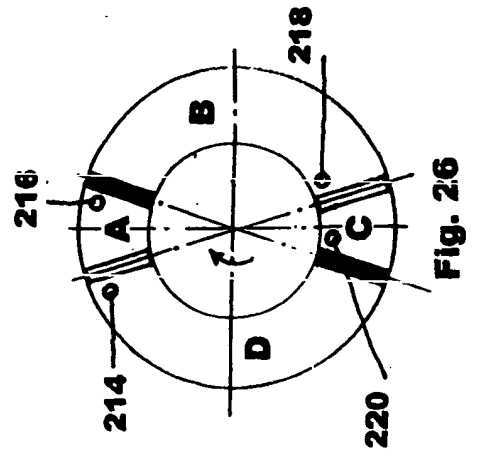


Fig. 26

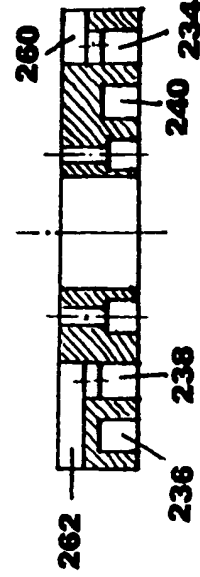


Fig. 27

Engine configuration with two engine units and third unit attached for compression (mixing air and fuel) purpose

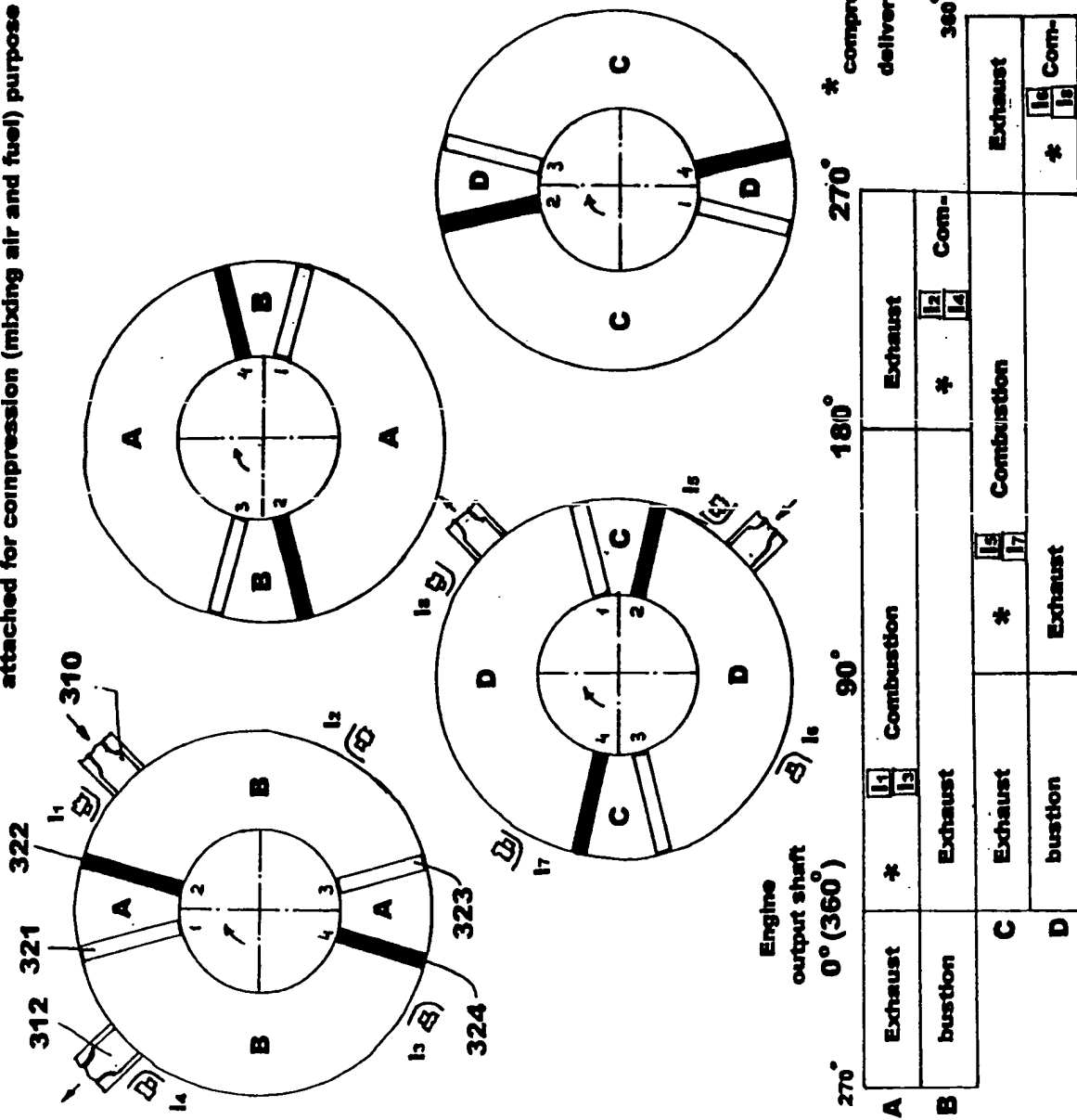


Fig. 28



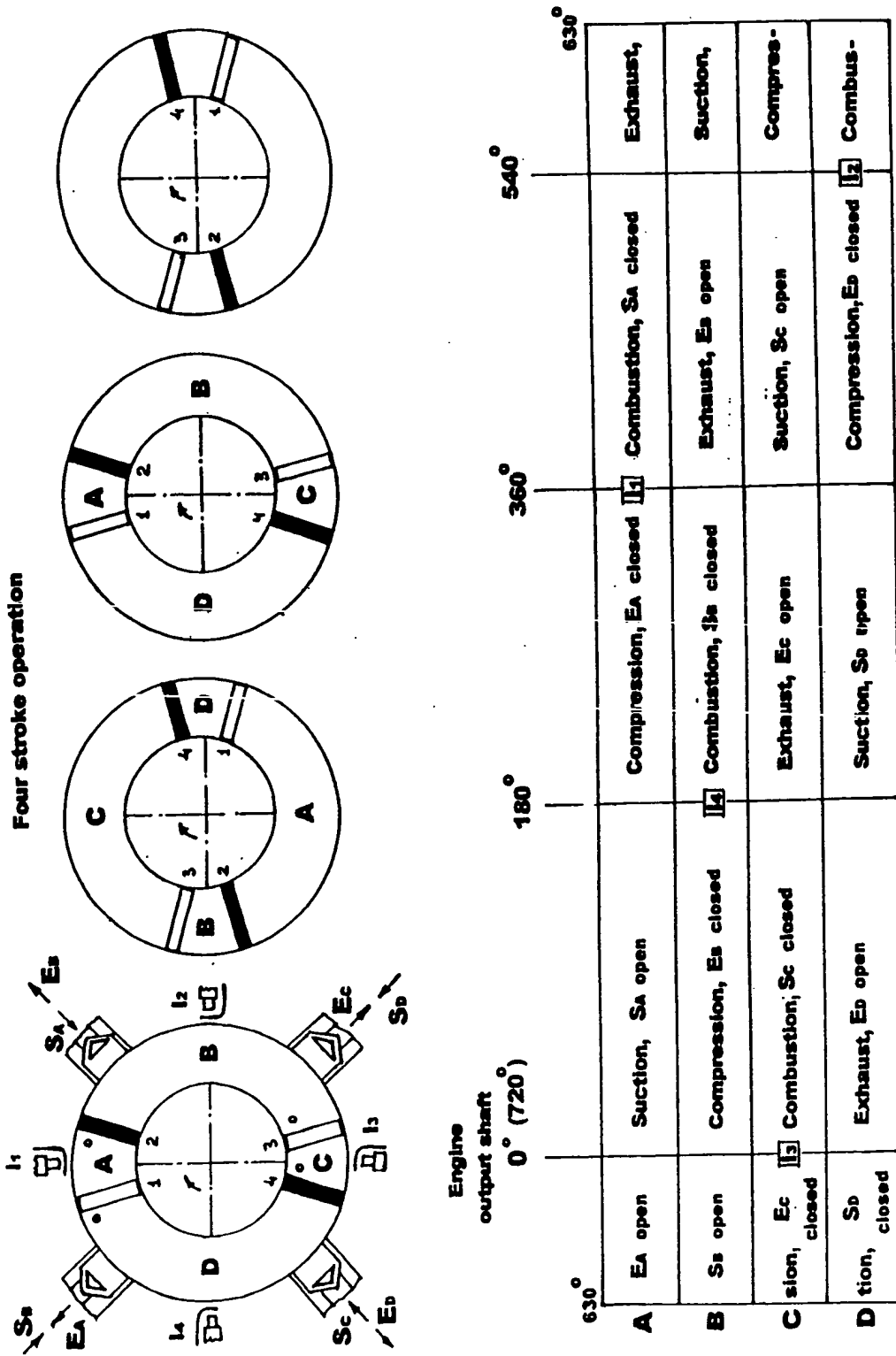


Fig. 29

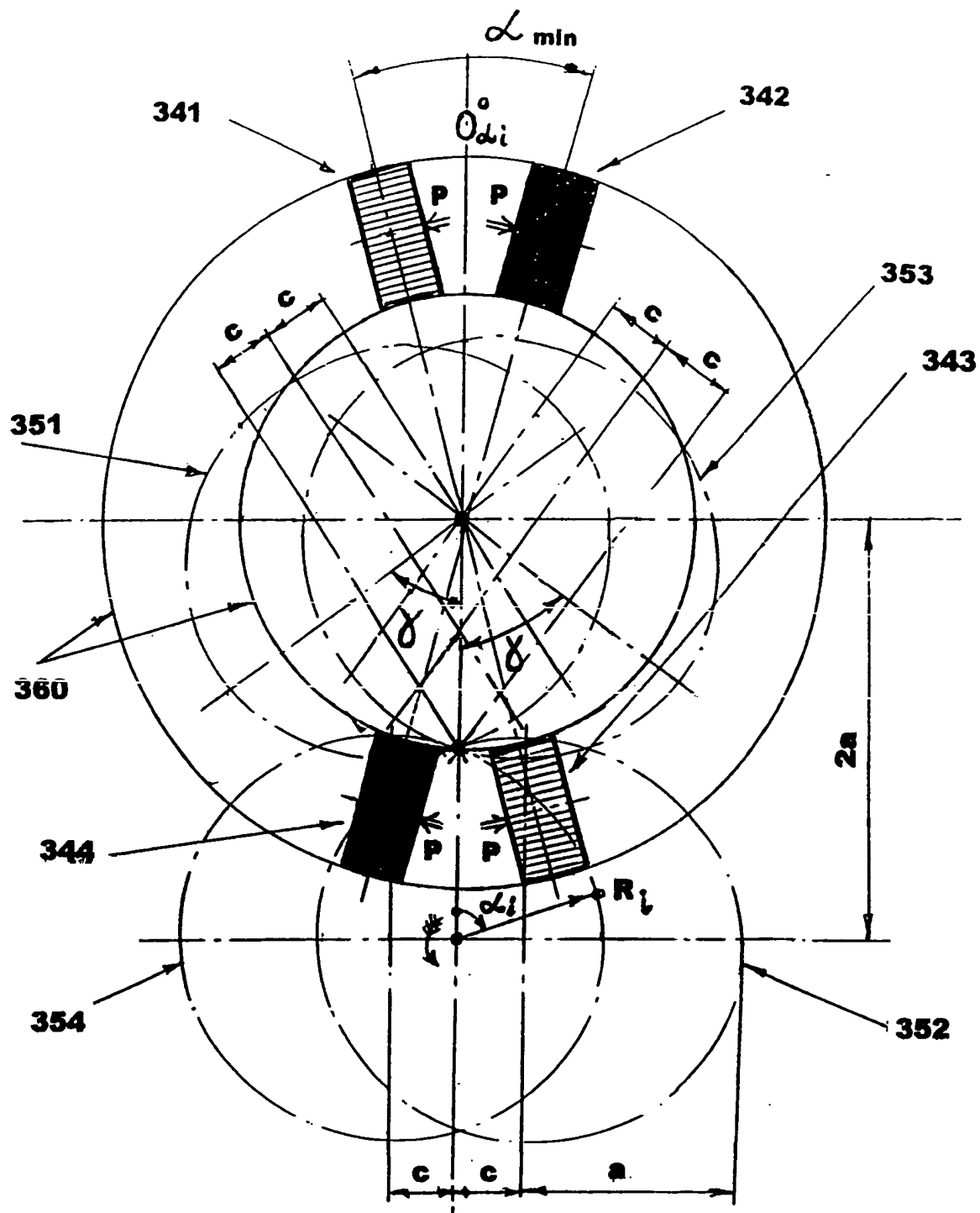


Fig. 30